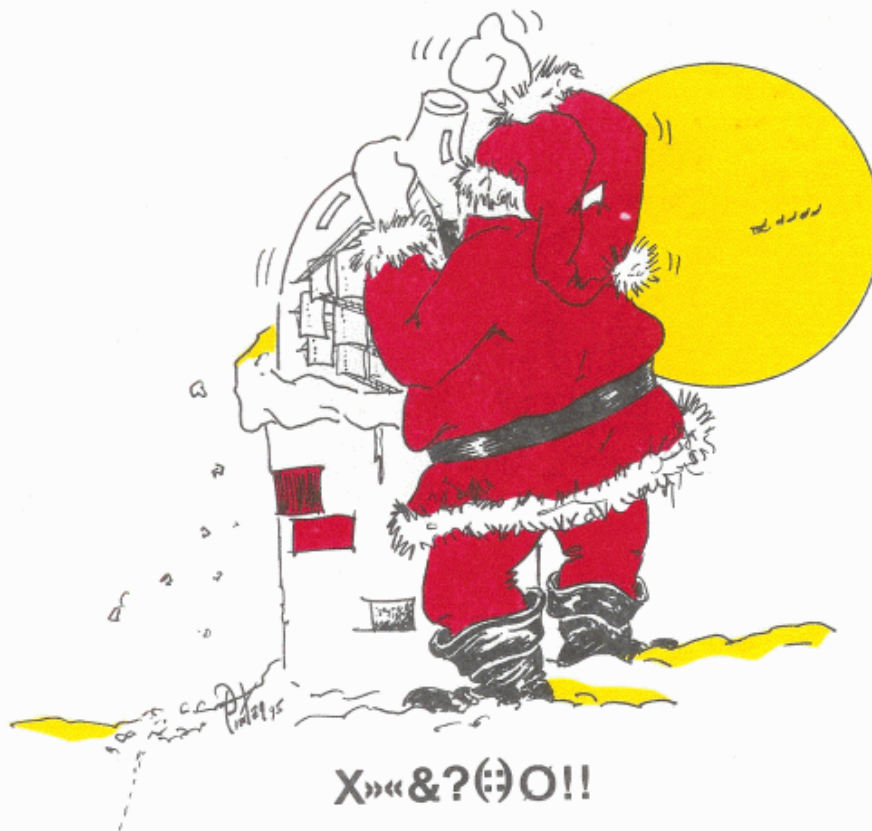




1995-4



**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above. DEADLINE for submission is the second month of each quarter.



BACK ISSUES of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in-Bottles Association of America are available from BILL WESTERVELT, 2205 GREEN HAVEN WAY, HAMPSTEAD, M.D. 21074 Please send check or money order payable to BILL WESTERVELT. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each.

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There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

George Pinter has a few original unfolded/stapled copies of the 10th Anniversary cover-suitable for framing-available, at the cost of \$25.00 per each which includes shipping/handling. Write to George at 59 Prospect Rd., Plympton, Ma. 02367

The Bottle Shipwright

VOLUME 13. NUMBER 4

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FROM THE PRESIDENT
ALL HANDS Frank Skurka
FROM THE MEMBERS
FROM THE EDITOR
LET GEORGE HELP YOU DO IT George Pinter
DETAILS Bill Westervelt

ON THE COVER - The "X": bottle won't fit BACK COVER - Fisherman's Memorial
by George Pinter. Gloucester Mass.

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the prez sez...ATTENTION ON DECK! THIS IS THE CAPTAIN!!

In the United States, ships-in-bottles and those who build them are held in low esteem. The ships-in-bottles being considered curio's and those that build them are considered as craft persons or hobbyists. Few, if any, museums, major or otherwise, in our country feature or even display ships-in-bottles, while numerous museums dedicated to ships-in-bottles may be found in Europe and the Orient. The American public has little or no opportunity to see the magnificent work that is being turned out by American bottle ship builders. That being the case, our Association has been giving thought, now in preliminary stages, to ways that we might correct this situation and we need YOUR help. We want to have some definite ideas to discuss at the Baton Rouge Conference in 1996.

If you as a member, have any ideas that might be used, no matter how small, please mail them to Alex Bellinger at 3 Dexter St. Newburyport, Ma. 01950. They will be gone over by the Association Officers for possible use. More on this issue will appear in future issues of THE BOTTLE SHIPWRIGHT.

THAT IS ALL!

And finally. I want to wish each member and his family Christmas Season's Greetings, each in the manner of his own country. May the Joy of the season go with you through the New Year and the years to come. And may your "shipyards" flourish and be productive.

HIT THE BOTTLE

Jack

Send Material for the Editor to -----
5075 Freeport Drive, Spring Hill, FL., 34606

Ray Handwerker



As 1995 draws to a close, I would like to Thank all of you that helped make this Journal possible with your contributions, of articles , photo's , artwork, and hints & tips. Without your help it would have been impossible. And to those of you who didn't contribute , a new year is upon us so here is Your chance for that illusive 15 minutes of fame. Now DON'T be SHY , or EMBARRASSED , send it in. And to all of you from Nancy and I, have a Safe, Healthy, and Happy Holiday. Jack you will have to speak to George Pinter on the subject of the funeral services for the drowned snake. And for all of you who so generously contributed to the Chris Nair electric drill situation in India, please know that the mission has been successfully concluded.

Also know that Chris was once again to go under the surgical knife sometime this month (December) We wish him a speedy recovery.

Now- Let's refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Alexander P. Cuthbert, 4875 Onondaga Rd. Syracuse, N.Y. 13215-2240.
Jack Goldstein, D.D.S. 13828 Vintage La. Silver Springs, Md. 20906.
Victor E. Leong, 14756 S.W. 65 Terr. Miami, Fl. 33193.
Gordon E. Peltier, 5100 60th. St. E. Lot-M-11, Bradenton, Fl. 34203
Joe Phillip, 443 West 22nd. St. Merced, Ca. 95340-3720.
Mathew A. Pomilia, 3660 Squaw Dr. Lake Havasu City, Az. 86406.

ADDRESS CHANGES.

Mark A. Bolter, 8732 N. Tyndall, Portland, Or. 97217
Edward R. Brown, 4208 N. Glade Rd. Loveland, Co. 80538.
William A. Full, 464 Marina La. Tavares, Fl. 32778.

TO ALL MEMBERS: Watch the mailing label that is on the envelope that the Bottle Shipwright comes in. On that label there is a number behind your name. That number is the date that your dues are due. (ie. 1/96). You will also see that the envelope is stamped in RED " Dues are due with this issue". If your dues are not paid by the next issue, you will NOT receive it. Also on the envelope is a form for address changes. It is put there for a reason. Failure to send an address change costs the association approximately \$3. to get it back and re-mail it to you. This does not include my time and mileage to take it back to the post office. **PRODUCTION AND MAILING ARE HANDLED BY UNPAID VOLUNTEER MEMBERS OF THE ASSOCIATION.**

If I missed anyone, my apologies, and drop me a line for correction in the next issue.

ADVERTISING RATES.

Business Card- \$10.

One Quarter Page- \$20.

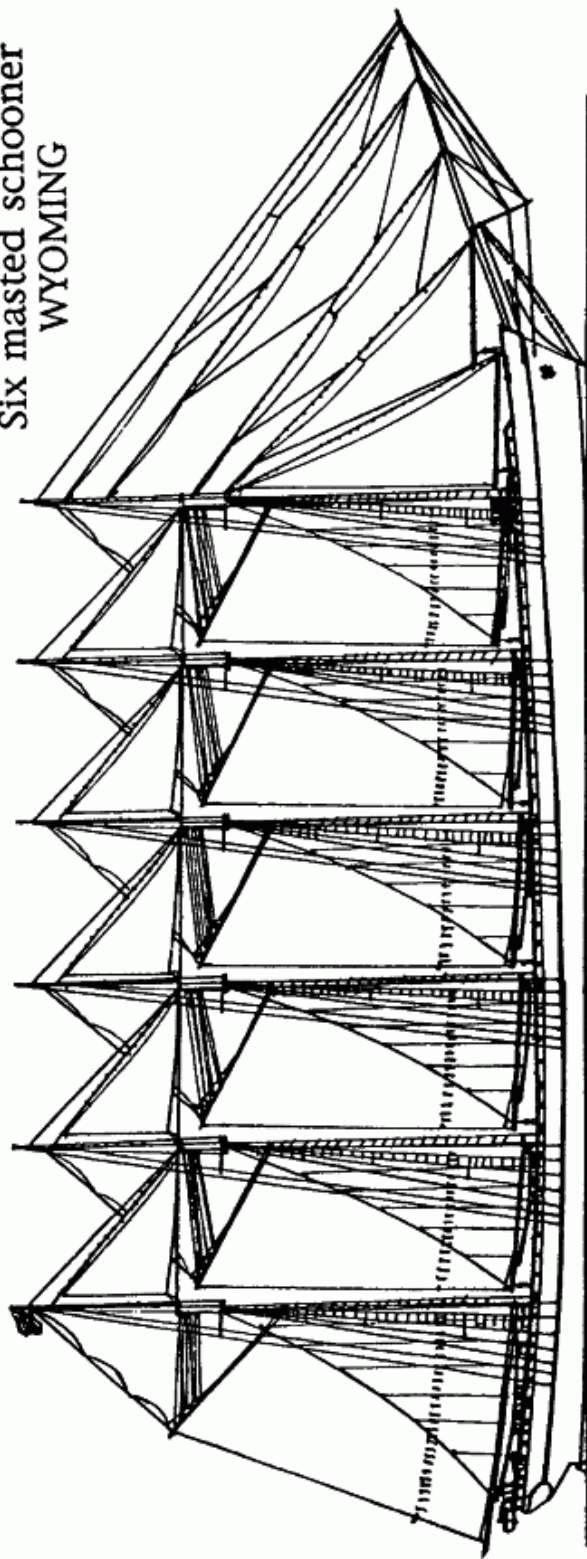
One Third Page- \$30.

Full Page- \$60.

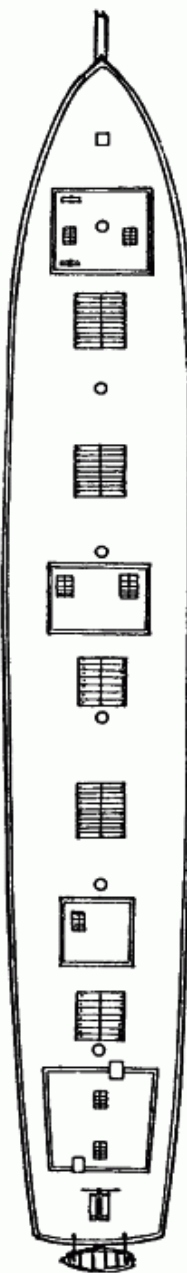
The copy will be printed in four consecutive issues (One year) from the closest publication date of receipt. Checks for ads should be made Payable to: " The Ships-in-Bottles Association of America" and sent along with Ad copy to: Mr. Don Hubbard, P.O.Box 180550.

Coronado, Ca. 92178.

Six masted schooner WYOMING



VL-89

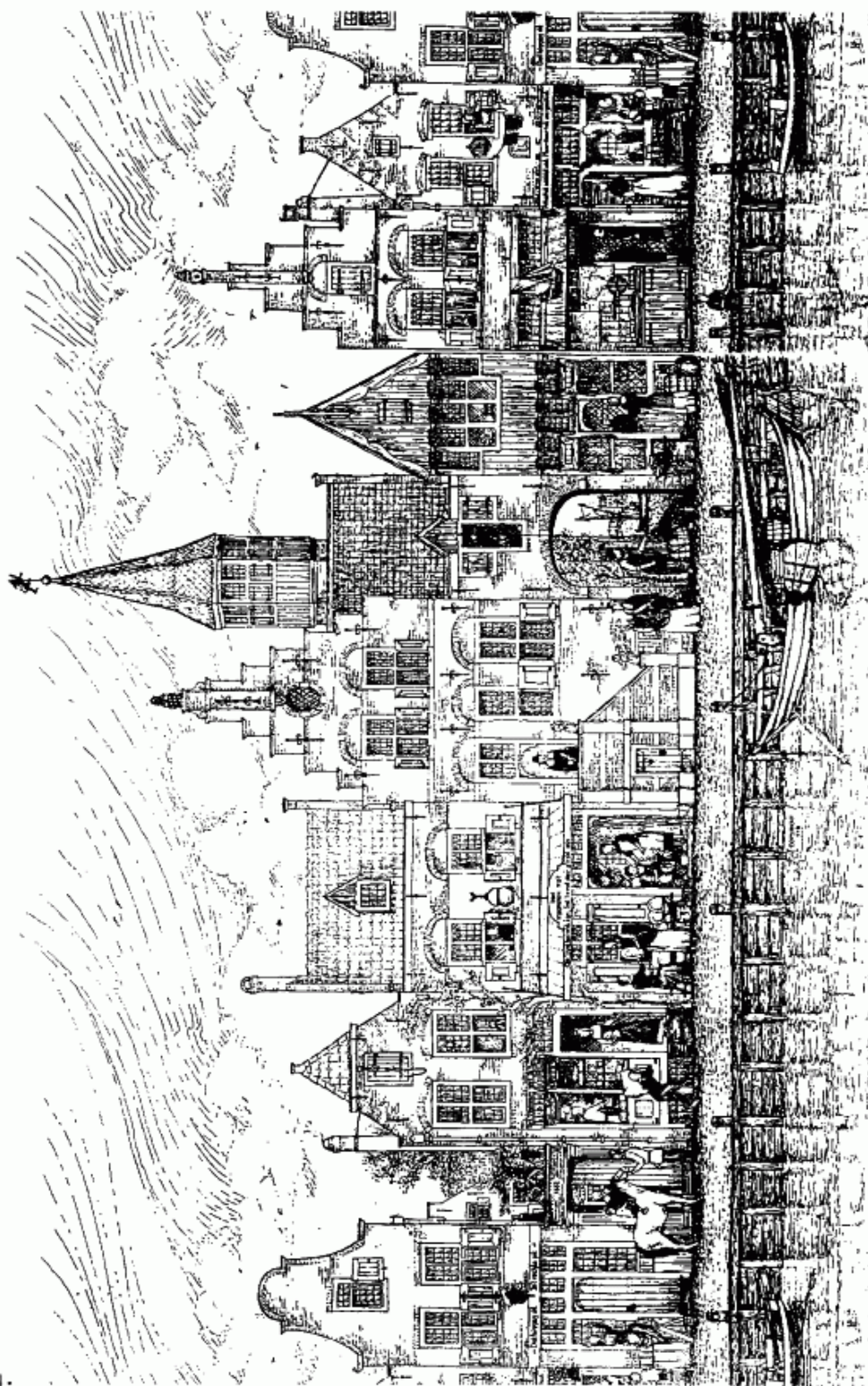


This well-known ship is the largest wooden schooner ever built.
Her tonnage was 3730 gross, 6005 dwt
Length: 329,5 ft Beam: 50,1 ft Depth: 30,4 ft
Draught: 27, 5 ft loaded, 12,5 ft light

Hull: Black with white trimmings and white rail and stanchions, coppered bottom
Masts and spars: Oiled wood with white doublings and tips
Deck houses: White with wooden roof
Hatches: Grey or green
Boats: White

If our members like to make a Dutch harbour in the bottle, here is a drawing of an old Dutch city.

4.



SHOW YOUR STUFF

In issue 2-95 I touched on that which I refer to as my "Battleship Dog and Pony Show" which dealt with taking my SIB collection or parts of it to school classes, service clubs or any where that I might be asked to go to further the SIB cause. There some important things that you want to know and do before and during a visit.

When first approached you may be asked if you charge a fee. Some organizations have a standard Speakers' Fee I accept it. If they have a Fee Fund and ask what you charge tell them. I generally ask \$35.00. If there is no Fee Fund I charge nothing. I find that if your

talk is a luncheon event a meal will probably be forthcoming. After speaking at an Elementary School, in Ohio one day I was in the Cafeteria getting my meal and one of the young lads approached me with a "YOU'RE COOL, MAN"!! My day was made.

After you have agreed to appear you want to tell your host the things that you will need like table(s) and I usually request a chair because I come in early to set up and there is usually a wait until the show begins. My experience has taught me to work without a lectern and/or a microphone which leave my hands free to lift my models should I want to or point at them with a WOODEN pointer, a length of 1/4 inch dowel.

On the day of my appearance I get to the hall early and set up and as the guests begin to arrive and come to look at my work I am there to prevent them from handling the models. If they have gotten drinks or coffee prior to coming to the table I ask them to stand away from the table and please not to hold glasses or cups over the models in case something is dropped. School youngsters are generally brought in by teachers and seated by classes. After my talk I do not permit adult guests to pick up a model but I will do so should they want a closer look. The school youngsters, after my talk, are permitted to pass close to the table but under the teacher's command of HANDS BEHIND YOUR BACKS. I permit no rough house by the youngsters when they are near the tables. This is usually backed by the teacher. I WORKED TO HARD ON MY THINGS TO HAVE THEM SMASHED BY A YOUNGSTER WHO IS FOOLING AROUND. So far I have suffered no disasters.

School kids are the most fun. Among the things I take along on a show are SIB books including one or two in Japanese by Juzo Okada and to pass the time until all are assembled I ask for the best reader in the class and then select one of them to read to the others about SIBs and then I hand the youngster Juzo's book. The reactions differ but they are wonderful to see as he/she looks at the printed Japanese. When the looks of surprise have died away I take the book and suggest that the youngster try another book and hand over Binikowski's book in printed German; reaction the same but always a good gimmick. I have several ships in flashlight bulbs so I will put one in a flashlight before I go out. During my show I exhibit some of my tools among which is the flashlight "that I need to look at my work, sometimes" and I try to turn the flashlight on and, of course, it doesn't light. As I continue to talk I am taking the bulb out of the flashlight and "No wonder it doesn't work" and I hold up the tiny bulb with the ship in it. Great reaction and then I allow the kids to pass the bulb around the class..AND I HAVE ALWAYS GOTTEN IT BACK.

SHOW YOUR STUFF.

I hold the secret of how a ship goes into a bottle until last and then explain in detail how it is done. Some use actual models that slip into a bottle. I have a much larger model, SIBAA Training Ship HUBBARD which is constructed so that it can be separated lengthwise along the waterline so that I am able to demonstrate both full hull and waterline models. Her masts are hinged in the traditional manner and the hinged mast method is demonstrated. HUBBARD is undergoing some rebuilding having suffered some damage at an overly clever TV variety show guy who came to the house on assignment one day.

Take along books for window dressing; tools to demonstrate but don't take up too much time with them; an Association patch to have on the table, your good works and Applications for membership. I throw in history of some of my ships; I show any trivia that I have built into a model like some special wood that was used. Invite questions and answer questions. Try for newspaper and/or TV publicity whenever you can get it.

SHOW YOUR STUFF and have a great time. It get easy after a couple of times and you look forward to another show. The best thing about a show to school kids come about 2 weeks later when a big, fat envelope comes addressed to you and it is letters from all of the kids that sat spellbound before you during your talk. Dear Mr. Hunkley, Dear Miser Hank- l-ey, I'm the one who asked you, "_____?" I'm the one who almost fell asleep but then I woke up and enjoyed it". "You're awesome"!!!

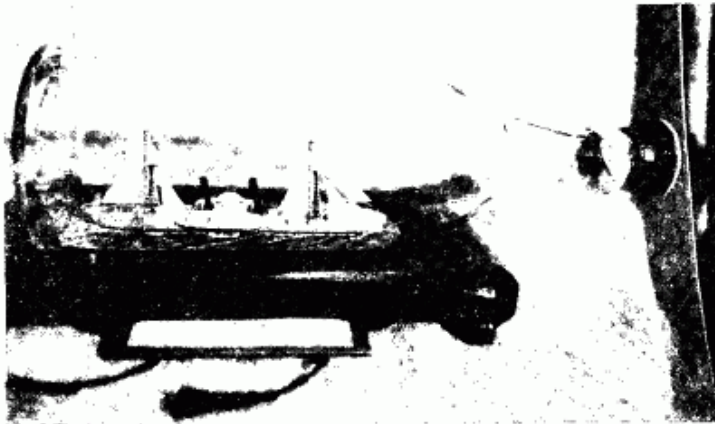


Photo of P.S.Hope in a 1.5 liter bottle by C.L. (Don) Bradley

From Charles Hand.

A BOTTLED BLOCKADE-RUNNER

A client who collects SIB's had asked me to consider making him a bottled Civil War era blockade runner. Due to an impending move, I hadn't made a definite promise, but his request spurred me to do some research including writing to several museums and organizations in a (futile) search for plans or details and reading several books on the subject. The latter included "Gone With The Wind" wherein Rhett Butler was involved with blockade running, as well as a book about George Trenholm who was said to be the basis for Rhett Butler. At that time the sequel tv movie "Scarlett" was being filmed, in part, in Charleston, S.C., where we then resided.

"Lifeline of the Confederacy" by Stephen R. Wise is a very scholarly work and lists many good references. The Charleston County Library also had several multi-volume illustrated chronologies of the Civil War. Most illustrations of that era were etchings, but a few books contain actual photographs of some blockade runners. Several books contain simple profile sketches of the ships, but there were notable variations from book to book. "Charleston's Maritime Heritage" by P.C. Coker contains some color photos of several blockade runner models in dioramas.

My former job had taken me to Scotland several times and I'd visited aboard the P.S. (Paddle Steamer) Waverly on the Clyde River, where she still makes excursions from Glasgow. She's a rare vintage preservation and greatly resembles the later blockade runner ships.

The only commercially available plans of a blockade runner that I was able to locate - and obtain - were of the P.S. Hope, via Abe Taubman's catalog. These were pricey and took a while to receive, as they are imported from England. They turned out to be finely crafted from the original builder's drawings in Liverpool, and were worth the expense and wait.

One of the Civil War book etchings also showed the Hope as she was being chased by a Union blockader, the converted side-paddle tug Aeolus, who captured the Hope off Wilmington, N.C., on Oct. 22, 1864. I had thoughts of reproducing that scene in a bottle. But again, letters to the National Archives and museums proved fruitless in attempts to locate information on the Aeolus.

Correspondence with the client had been ongoing, and he opted for an individual model of the P.S. Hope in a 1.5 liter bottle. He also desired that she have all sails set.

Then our impending move came about and I realized that the ensuing chaos wouldn't permit doing the model in a reasonable time frame. So, I wrote C.L. (Don) Bradley and asked if he would undertake the project. Don's situation was such that he could and would, so I loaned him the plans and information. The client was also receptive to this.

The resulting SIB is shown in the accompanying photographs, which Don kindly shared. You'll have to ask him for details about her actual making. He'll likely reply that it was simple and straightforward - but I've found that it takes a real pro to make it seem so.

DETAILS.

by Bill Westervelt.

Bob Frederick in Seattle uses the trimmings from his wife's sewing patterns. This is very thin tissue paper, tan in color. Bob suggested coating it with clear lacquer for full sails.

Herb Manley via Don Hubbard suggested using small pieces of auto pin striping to simulate gun ports and other hull striping. This can be picked up at most auto supply stores.

Steve Wilson sent in a source of 12" tweezers, - "Techni Tool" 5 Apollo Rd. , Box 368, Plymouth Meeting, Pa. 19462. This item was found on page 165, Catalog # 48.

Bill Johnston of Langhorne PA, sent in the following article for a work stand.

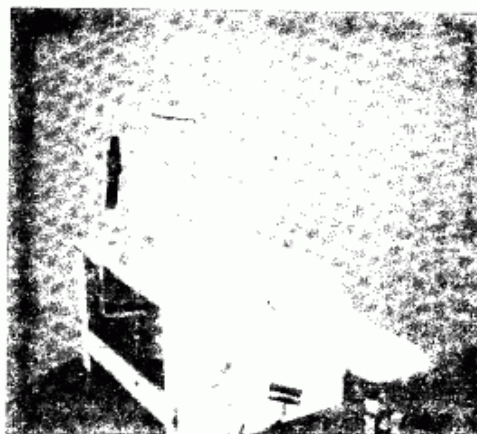
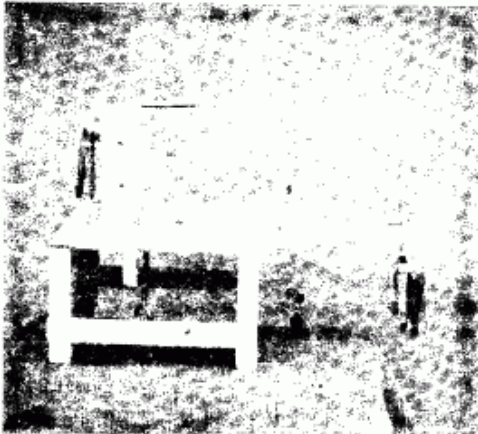
Materials needed for workstand.

- 1 pc. 1/4" plywood-7"x17"
- 2 strips 1/4" plywood- 1"x9"
- 2pcs. wood- 3/4" x 6" x 7"
- 8 round head wood screws.

Assemble as shown in the following diagram. Paint top surface white. With a black marking pen , draw the outline of a 3 masted ship. (it can be used for a ship of lesser masts) Drill holes on drawn ship to correspond with model.

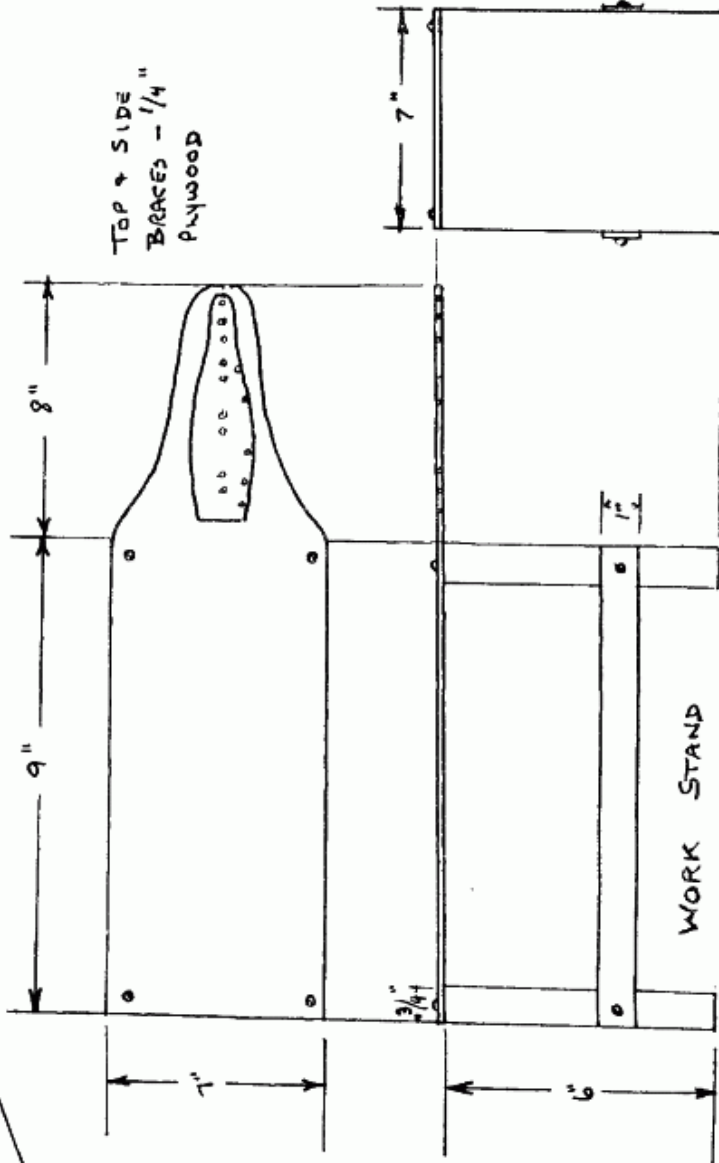
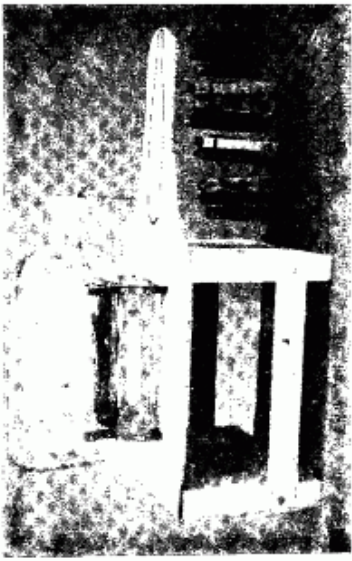
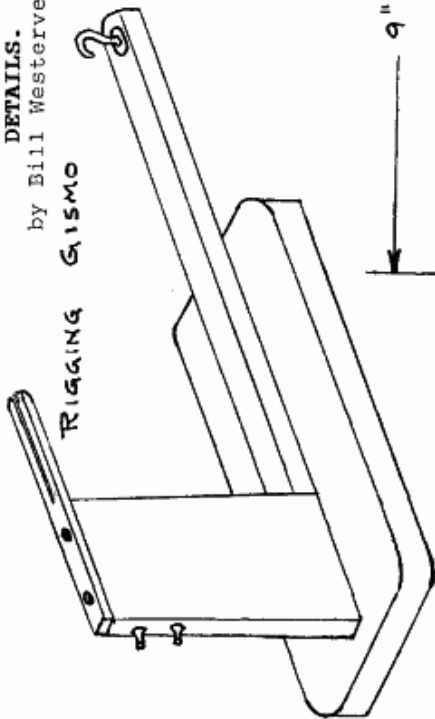
Rigging Gizmo

When using the rigging gizmo, use a "C" clamp to secure it to the workstand. Apply a very small daub of elmer's glue to the underneath of the ship's stern and position the ship so the rigging threads will go through the slot and then through the cup hook and on to the holes in the ship outline on the stand surface. Tension is maintained on the rigging threads by clipping on spring clothes pins after lines pass through holes in plywood. The same workstand can be used when bottling the ship. The bottle should be glued to its cradle and placed on the workstand surface. After the ship is bottled and masts partially erected, run the lines through the plywood and tension with clothes pins as before. You can then proceed to glue and cut off lines inside the bottle.



Remember , all this " Stuff" i've put in these articles can be changed, altered, modified, added to or discarded. Let me know how you make out. Bill Westervelt, 2205 Green Haven Way, Hampstead, MD. 21074.

DETAILS.
by Bill Westervelt.



DRAWINGS NOT TO SCALE

Sliding Rigging

by Artem Popov

There are many methods of assembly of the ship in a bottle. Some are very simple, others are difficult. It is possible to try to simplify a difficult way of assembly, or to try to complicate a simple way. But I want to make on the contrary and to simplify the simple way of assembly.

The simple and widespread way of assembly of the ship in a bottle is a turned back mast and a long thread hanging down from bottle neck. The Mast has in bottom a hinge. This hinge permits easily to turn back the mast. It is possible to use any of known hinges. If You are pulling the thread hanging down from the bottle neck, the mast is standing up in a vertical position. On the end of work it is necessary to cut this thread.

What here to simplify? It is possible to make the ship without thread hanging down from bottle neck. You can for this purpose to use a method of "sliding rigging". The stay and shroud must make from one thread (fig.1). The mast making by this method easily can be turned back and stand up again.

After putting the ship into the bottle, it is necessary only to place the mast on a vertical position and to fix the rigging with help a glue. There is no need to cutting the thread already.

Certainly, completely this method may be used only to very simple models, example - fish schooner. But the principle "sliding rigging" can be applied everywhere. You can used this method and to other parts of a rigging.

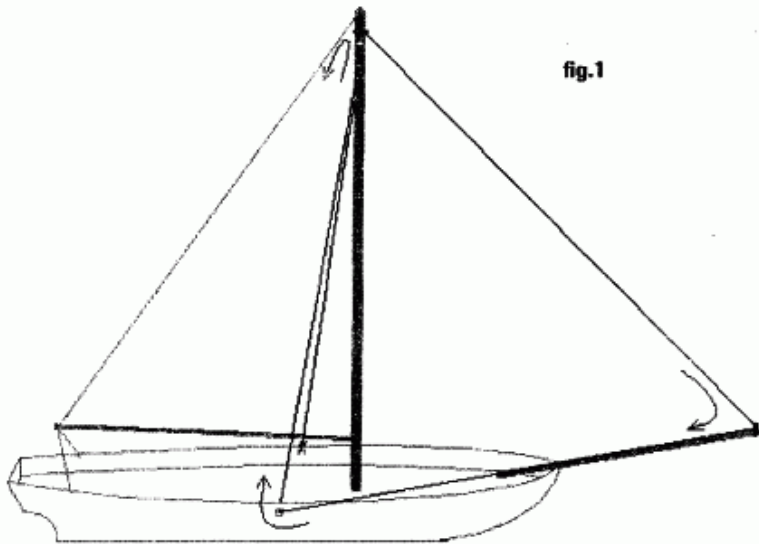
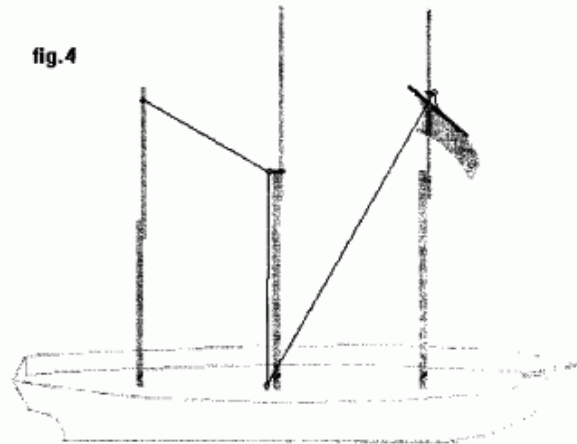
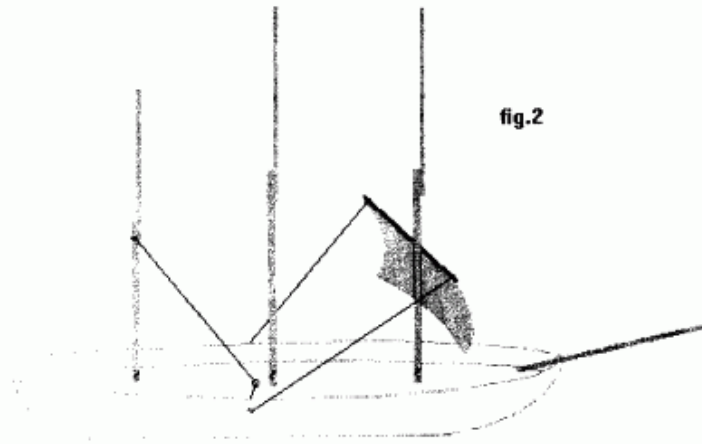


fig.1

Example, you can make a brace and stay from one thread (fig.2). You can make a fall and stay or others from one thread (fig.3, fig.4).

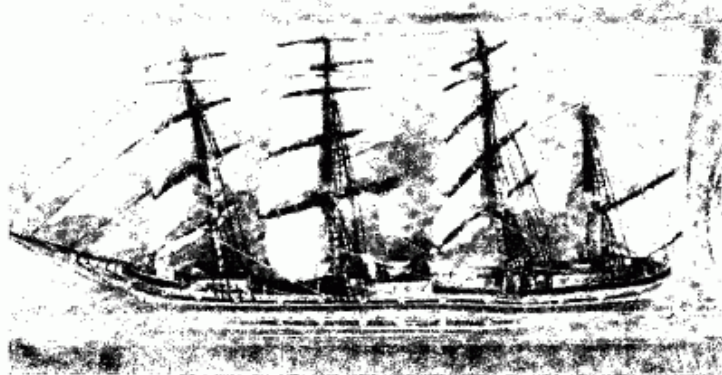




Almost all of the new members we welcome aboard in this issue, come to us with some modeling or bottling experience. Alexander P. Cuthbert, of Syracuse, New York has been bottling since 1990 even though he has a vision problem (Alex I can empathize with that as I have a lot of scarring in the right cornea and have had to approach SIB's from a different direction). Jack Goldstein D.D.S claims no experience with SIB's, but is currently building miniature 1/16" scale models. Jack, you have most of the tools you will need, so get started. Victor Leong, of Miami, Florida is a new young member sent in a picture of a ship he built in a light bulb, but unfortunately the photo was too light (bad background) to reproduce here. He is also wondering about what to watch out for when using mercury light bulbs. Anyone want to help answer that. Gordon E. Peltier, of Bradenton, Florida only started bottling a year ago and has completed 6 SIB's plus 2 in light bulbs, and a log cabin in a bottle. Sounds like a SIB addict to me. Keep up the good work Gordon. Joe Phillip of Merced California, claims to be a novice and doesn't like plasticene (me either Joe that's why I use casting resin.) Wants to build " Bear of Oakland " after he learns segmented hulls. And last but not least Mathew Pomilia of Lake Havasu City, Arizona is in the process of building his first SIB. Good luck Mathew. Welcome aboard, and remember I can't print what you don't send.

Ben Koush of 627 McBain, 545 W.114th St N.Y.C. N.Y. 10027-7031 wrote to ask for help in obtaining info on the USS Rattlesnake of 1780. He is especially interested in the flags and the color scheme but any other plans would be welcome.

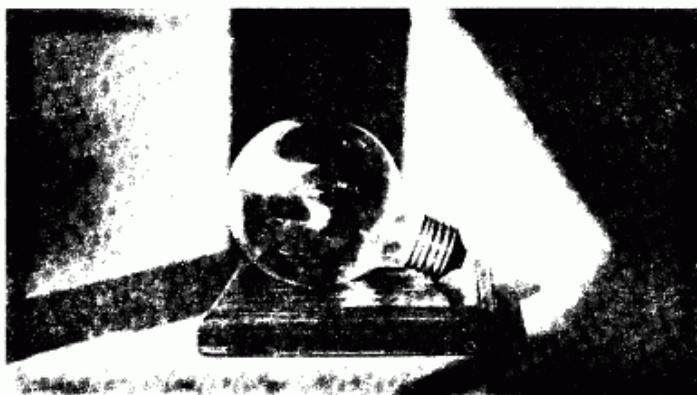
Mark Bolter of Portland, Oregon sent in the following photo's and an article that will appear in the next issue. He also sent in this tip. " ON ships-in-bottles where the sail area of any given (the largest for starters) sail is less than one square inch, cigarette papers make the most suitable sails. I use " TOP " brand because they have grain that can be cut to simulate the seaming of the sails and they do not have a watermark".



Above photo, A Packet Ship- circa 1870 by Mark Bolter



Above photo sent in by Artem Popov, of Moscow Russia of his "Dutch Ship of the Tasman Expedition. Scale 1:330. Artem also asked me to tell you that if you have written to him and did not receive an answer, please write again as the Russian Post Office may have lost or misplaced the letter (we all know that, that could never happen here) Also it may take 10-30 days for him to receive the letter. His address is: Artem Popov, 121353, st. Vyazemskaya, 24-139, Moscow Russia. Thank You Artem for the photo and the Article.



Bill Weiser's Gee-Bee R-1 1923 Racer, in a light bulb.



Look closely at the photo on the left.

The ship on top in a 1/10th oz. airline bottle is the, "L' Revenant " a French pre-revolutionary Frigate.

The ship on bottom is the Frigate " William & Mary"

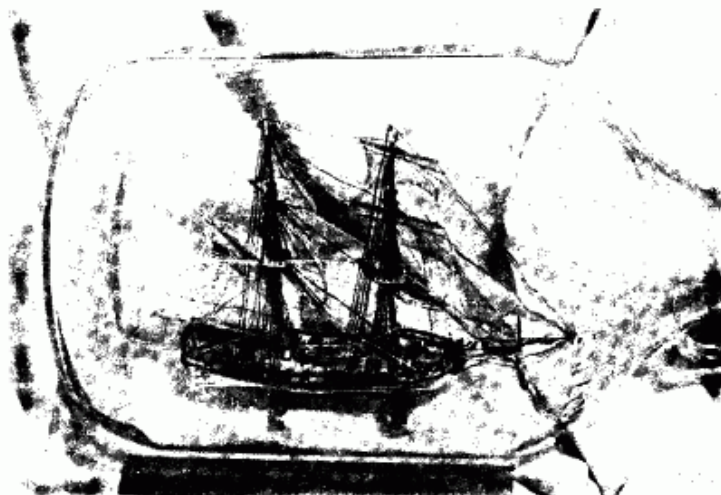
A very unusual way to take the photo Mark.

The photo below is of Mark's U.S.N Eagle. Which he liked so much , he is doing it again as a larger cased model.

Mark , as far as retailing issues of The Bottle Shipwright I don't know. Frank any ideas???

And yes I do have a fax # but since it is on the same phone line as the phones you would have to pre arrange your fax'es as to time of day.

If you wish to do so the # is 352-686-1874.





calling
ALL HANDS

by
Francis J. Skurka

William (Bill) H. Weiser.

Born on October 9, 1933, in Los Angeles, California, Bill attended John Marshall High School and after graduating joined the U.S. Navy. On duty from 1952 through 1956, he served as a ships Serviceman Second Class, aboard the USS Guadalupe AO-32, a T-2 TAnker, fueling ships at sea off Korea, the Philippines and Formosa. During the Korean war the ship had a very active deployment. Home ported in Long Beach, California, the vessel worked out of the Naval bases at Sasabo, Japan; Subic Bay, Philippines and Kaohsiung, Formosa. He made trips to Hong Kong, Guam, Eniwetak Island, Kwajalein Island, Yokosuka, Japan and of course Hawaii. He has the American defense, United Nations, China Service and Korean War Ribbons.

After mustering out of the Navy, he studied art and graphic arts at the Art Center College of Design in Los Angeles. After graduating and obtaining his certification, he became a graphics designer and art director of small display firm and is the graphics designer for the Los Angeles Police Department, where he creates graphs, charts, reports and crime scene graphics for public and court presentations. Bill is a Fisherman, puts ships and aircraft in bottles, and naturally is a painter, working in oils. In 1974 he broke his knee in an accident and got bored being laid up so he mail ordered Don Hubbards book and "Has been hooked ever since". He builds mostly American ships of all types, alternating between sail and steam with aircraft of all types in between. "I have now built 85 things in bottles and still enjoy doing it". He is very interested in putting airplanes in bottles, particularly, the old World War I biplanes- "The CANvas FAlcons". Bill says that the struts and cross bracing wire guys are a real challenge. On the underside of the bases of his models, he always includes a short history of the ship or plane and some specifications, if available. "This reminds us that, these ships or planes really existed". Bill doesn't use any special techniques. But he likes to use Bamboo Skewers for masts and spars and splits the skewer ends to make tiny vises for holding small parts.

A bachelor, Bill lives in Florence, Oregon. He recently returned from the USS Guadalupe ships reunion held in Las Vegas, Nevada. "The ship was in Commission for over 35 years and there were men from World War II Korea and Vietnam in attendance. It was a lot of fun and I recommend getting in touch with your old shipmates". Well said.

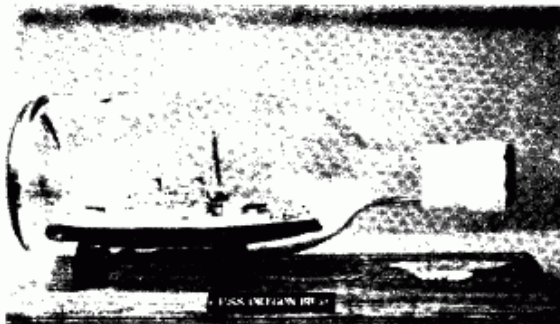
Bill creates some outstanding models as the accompanying photographs show. Aside from these exquisite ships, planes and vehicles, the stands knot work and photography are superb. No doubt about it, an artist- is an artist - is an artist.!



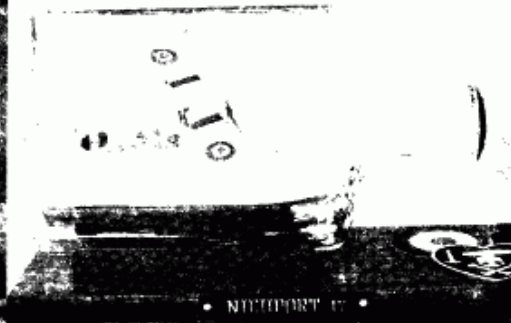
ALL HANDS (Continued)



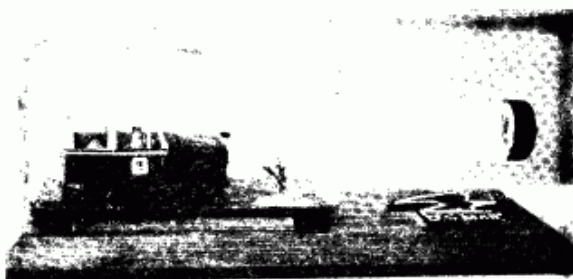
Bill Weiser with his USS Arizona, G.B. Racer in a light bulb and the Great Republic.



USS Oregon BB-3

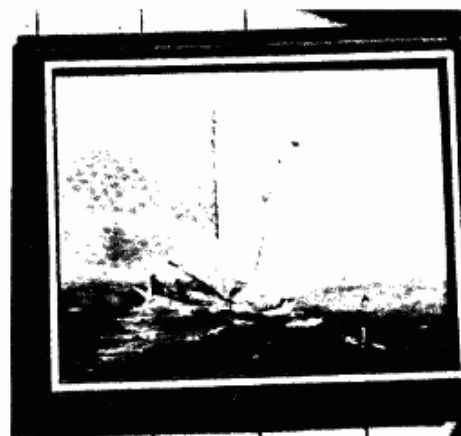


Nieuport 17.



(above) US Postal Jeep.
(right) " Mary of Norfolk"
a pilot schooner.

by Bill Weiser.





BOOKS

BY

Francis J. Skurka

Modeling Ships-in-Bottles
by Jack Needham

Originally published in England in 1972, this 7½"x10" hard cover, 64 page book, sparked a lot of interest in ships in bottles in the United Kingdom, Europe and around the free world. The first American edition appeared in 1973 and was widely promoted in this country by the McMillan publishing publishing Company. With the forward by Alan Villiers, who wrote: " Mr. Jack Needham's book on the subject of making small ship models fit into bottles, and getting them in tauntly rigged, is the most comprehensive, through and clear exposition of that skill which I have seen. Indeed, there used to be little written on the subject at all, for it was sort of a seamen's secret and left to them". This book changed that to such an extent, that many look upon Jack Needham as the " father" of modern ships in bottles. He widely promoted SIB's and was extensively covered in books, shows, magazines, exhibits and radio and television. He was also the first President of The European Association of Ships in Bottles and their journal " Bottleship" is dedicated to his memory (1916-1984).

The revised edition is a reprint of the first book, but with a lot more added. This hard cover, 6½"x9½" edition, has 168 well illustrated, photo packed pages. Under " acknowledgements", the author states , " in the 12 years since the first edition was published, many associations such as The European Association of Ships in Bottles, the international Ships in Bottles Association (America) and the Japanese Ships in Bottles Association, have gradually grown in number and in members. There are also " lone " modellers who live in isolated places, and almost daily , I receive from new enthusiasts who, through the help of a book like this, have taken up the old seafarer's hobby, which up to now (1984) was in danger of becoming a lost art. I must also thank those many people who have described my book as " the classic work on the subject".

The early chapters are devoted to tools (how to make or buy them) how to make several basic models; a Brig, a four masted schooner "the Charlotte Rhodes", (three masted top sail schooner), the " Waterwitch", (three masted Barquentine) and a Clippership, all in either round, square or " dimple" bottles. Also included are how to construct masts, yards, deck furniture and plan and execute rigging for various models.

The author then progresses to more complex vessels such as the five masted " Preussen", and the five and six masted " American " schooners, Also included is a section , ships in large (gallon) bottles.

In chapters 10 through 16, Mr. Needham details how to: put a ship in a book, make scenic models, construct mini-models, ships in light bulbs, make puzzle models, put crosses in bottles, figures in bottles and the advanced model- " the Board Meeting ", consisting of 8 figures seated around a table, viewing a ship model on the table. This model has over 300 components.

By use of appendicies, such subjects as: a glossary, conversion tables, reference books and sail records and histories are included and end the book

BOOKS. (continued)

This book covers a lot of ground, especially advanced models of ships and figures and any serious bottle modeller should have a copy.

Unfortunately, none of the major booksellers in the United States (Dalton, Walden , Barnes & Nobel , Etc.) have this book in stock. Your local library may have a copy, or you can write the publisher, Patrick Stephens Ltd.

Denington Estate, Wellingborough,
Northants, NN82QD. England.



The USS Constitution Museum is sponsoring a scale model competition to celebrate the 200th. Anniversary of the USS Constitution launch in 1797, and the development of the U.S.Navy. The model show is open to all models of American Naval Vessels during Constitution's career (1797-1817) with special prizes for Constitution and vessels associated with her. For information and entry form write to: Margherita M. Desy, Associate Curator
USS Constitution Museum.
1997 Shipmodel Competition
P.O.Box 1812, Boston, Ma. 02129.

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Alex Bellinger.

Introduction - After seeing a collection of most of the early titles on ships in bottles together recently, it occurred to me there might be some value in reviewing them from a contemporary view, looking back over the territory crossed in the past thirty or forty years. This is the first of these reviews.

How to Make a Ship in a Bottle, by Clive Monk, Studio Ltd, London, and Studio Publications, New York, 1948.

In 1954 Clive Monk published a wonderful book called Windjammer Modelling (Faber & Faber), which is not on ships in bottles, but is still a good resource. It is on building miniatures, and the ideas and plans can easily be adapted to bottle models. The text and photographs are clear and the quality of Mr. Monk's research and techniques comes through.

Unfortunately, little of this can be said for his earlier effort, How to Make a Ship in a Bottle. The text and illustrations are difficult to follow. The drawings are not to scale. The hull plans and elevations are intended to be actual size and the sail plan is "half size". The carving and detail of the hull as described is ambitious. The rigging techniques are often more complex than they need to be and getting results may be risky. The order in which things are done is always important, and some of Mr. Monk's choices seem odd. For example, no painting is done until the rigging and sails are done.

Like many of the publications that follow this one, the author makes the reasonable assumption the reader does not know how to put a ship in a bottle and explains the process with a step by step description of building an example. The example in this case is loosely based on the clipper Cutty Sark and with imagination and creativity a dedicated craftsman might be able to produce results. An experienced one with some initiative might be able to make something identifiable as the famous ship. A beginner would have a difficult time.

There are brief sections at the end of the book on expanding the project for a larger dimple bottle and another project for the more enthusiastic, the four masted bark Archibald Russell.

As the first book publication on ships in bottles, this one will always hold a position of importance, but the value may be more in the glimpse back into the past rather than as a foundation for modern craftsmanship. Many techniques recommended here are not in common practice now. Rigging the shrouds through slots in the sides of the hull is similar to a technique used by Tom Matterfis, but is otherwise unknown to this reader. Similarly, Jack Needham used a technique like Monk's for keeping the spars aligned, but again, it does not seem to be so common now. The hull is made in two parts, split at the waterline, and the lower half goes in the bottle first. The upper half with all the rigging follows and is glued to the lower part. Most unusually, there is no drilling for rigging lines. Spars are tied to the masts and braces and stays, the lines that need to remain running are rigged through fine thread eyelets. The spanker is made of cloth, not paper, to allow the masts to collapse. Needham also rigged his spankers in advance of the rest of the sails but managed it with the same paper as the rest of the sails. This may be simple expediency on Needham's part, but it may be a carryover from an earlier craftsman's techniques.

This little book will always be of value to collectors. It may have a good idea or two for experienced builders and clues for historians of early models. But for its' main purpose, to teach a neophyte to build their first SIB, perhaps its just as well there were a few more titles available not long after this.

**The Paterson Tugboat
as a Ship-in-a-Bottle**
by Rick Hegge

The Erie Railroad's Paterson is a typical 1950's New York harbor tug. 1/33 scale plans were obtained from Taubman's plans service in New Jersey. The plans were reduced to fit a one gallon Pyrex bottle. Final length of the SIB was ten inches or a scale of 1/118.

Construction began with a solid basswood hull. A 1/8 sheet of basswood was doweled to the bottom. After shaping, this was removed and used as a base in the acrylic gel sea. To make the large iron bumper which surrounds the hull, three strips of styrene were wrapped around the hull in layers. A 1/32 inch basswood sheet was laid on top of the hull with planking scored into it. Styrene bulwarks were wrapped around this. Three pieces were used: two perpendicular on the sides and one slanted at the stern. The hull was painted blue, deck details and rub-on lettering were added. Seven fenders were made by wrapping model ship rope around a rounded dowel and gluing them together. The baskets were removed from the dowel and stuffed with brown stained paper towel. The ends were tied off. One end of the tie-off thread was glued to the inside of the bulwarks. Two holes were drilled in the deck for pegs which the cabin section would slide on to.

The cabin section was scroll cut from a basswood block. A 1/32 basswood sheet was cut for the deck. This protruded from the cabin section 1/8 inch all the way around. Port holes were drilled and doors added. Holes were drilled in the deck for stanchions, ladders, one air vent and the ship's boat hangers. Stanchions were made from .015 piano wire. Thread was wrapped around these for rails. Ladders were made from strip styrene. The air shaft was shaped from basswood like a ship's boat. Tapered brass rods were curled and inserted in holes in the deck for the boat hangers. Rigging was run between them and to the deck. Life rings were made by drilling a hole in thick white styrene. A paper hole punch finished cutting around the drilled hole. The cabin section was painted dark gray. Two holes were drilled in the deck for pegs which the pilot house section would slide on to.

The pilot house section was scroll cut from two pieces of basswood: one U-shaped for the pilot house and one L-shaped for the

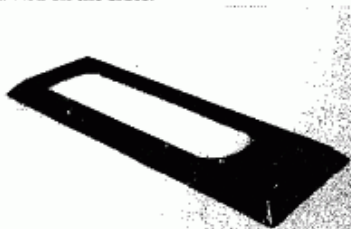
funnel and ship's boat. Styrene sheet was wrapped around the pilot house section. After pilot house details were installed, the windows and roof were added. Lines were scored in the pilot house roof and on the L-shaped section behind the pilot house. The two sections were then glued together. Port holes were drilled and the section painted dark gray. Rails were added. The funnel was made by wrapping styrene around two ovals of basswood and painted blue. Decals were created with a CAD program and printed out. Lights, horns, chimneys and antennae were added to the pilot house roof and funnel top. The ship's boat was shaped from basswood. For the boat cover, a tracing was made of the boat top on varnish soaked tissue. This was cut out and wrapped around the boat. White glue held it in place. Black thread was twisted and coated with CA glue for the two hold-down chains on the boat. Styrene blocks were rigged to the ends of the boat. Since the hangers were on a separate section, the blocks would be rigged to them inside the bottle.

A dowel was turned in a Dremel tool for the mast. Holes were drilled for a crossbar and tie-down bitts. Brown quilting thread was used for rigging. A large flag was printed out on tracing paper and glued around one rig line. A black thread from the mast top would be threaded through a loop on the funnel inside the bottle.

Here is the acrylic gel sea and the sections before insertion:



A hole was cut into the mahogany stand for the bottle. Lettering was wood burned on the sides.

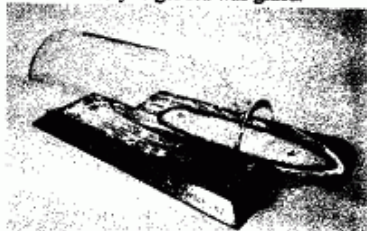


Casting resin was poured into the bottle

until it was level with the stand top.



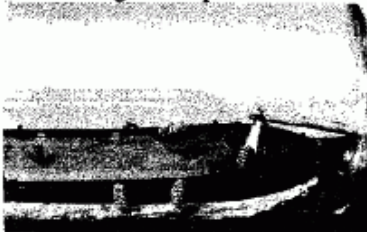
The resin created a level surface to which the acrylic gel sea was glued.



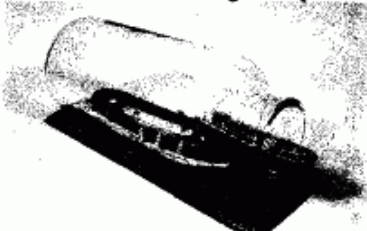
The hull was then inserted. Note the fenders had to be placed on deck to clear the opening.



After the hull was glued to the sea, the fenders were glued into position.



The cabin section was glued in place.



The ladders from the pilot house were inserted into holes in the cabin section deck to keep them at the proper angle.



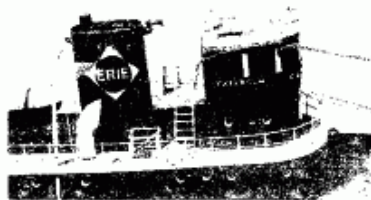
The mast was slipped through a hole in the cabin section deck and into a hole in the hull deck. A drop of CA glue held it in place. Note the black thread hanging loose from the mast top.



The pilot house section was inserted and slid on to the pegs of the cabin deck. White glue secured it.



The air vents on either side of the funnel were glued to the pilot house section. This was because the pilot house section would not fit between them if they were fixed to the cabin deck. A drop of CA glue was added to the ladder tops where they touched the pilot house rails.



Threads from the boat's blocks were

wrapped around the hangers, glued in place and trimmed off.



The thread from the mast was pulled through a loop on the funnel, glued and trimmed off.



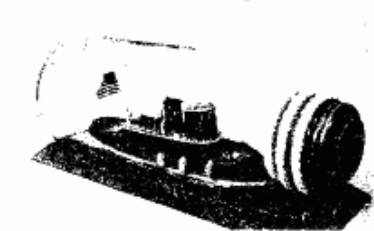
The stopper was turned from basswood on a lathe.



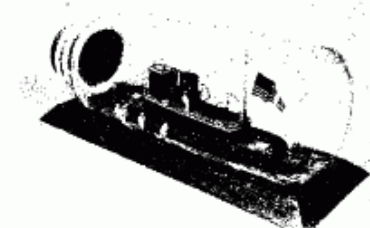
Blue and white yarn were wrapped around the neck for decoration.



It took 85 hours to complete the SIB.



The tug was fairly easy to construct and very easy to insert. The most difficult piece to make was the slanted bulwark at the stern. Several cardboard templates were made before the right shape was attained.



The Paterson sails for home after a tough day in the harbor.

NOTES FROM THE MERSEYSIDE MARITIME MUSEUM, LIVERPOOL, ENGLAND



As many of you know, Des Newton is the curator of ships-in-bottles at the Merseyside Maritime Museum in Liverpool, England. It was Des who built a model of the Royal Yacht Britannica with just three weeks notice and presented it to the Queen in 1993. The event was to commemorate the Battle of the Atlantic during WWII. Des was on the cover of *Bottle Shipwright* 1994-1 showing the Queen the museum's bottle ship collection.

One brochure which Des sent was the announcement of **The International Festival of the Sea** to be held at Bristol, England on the 24th to the 27th of May 1996. Up to 1,000 vessels - ships, workboats, fishing vessels and yachts - will be coming to this event. A quote from the brochure states, "For four days in May 1996, Bristol '96 will re-create the boom and the bustle, the colourful convergence of cargoes, crafts and cultures, the sights, the sounds and the skills of seafaring, then and now, in an explosion of maritime energy." Sounds like a great party, so if you are in England at the time be certain to make it.

Des also enclosed a brochure from **The Dutch Bottle-Ship Museum** at Enkhuizen, Holland. The museum is home to over 500 models ranging in size from the "smallest scent bottle to a 30 litre wine flagon". Enkhuizen, which was founded about the year 1,000 AD, is located about a half an hour train ride north of Amsterdam on the Zuiderzee (now the IJsselmeer). The bottle ship museum is only one of the many attractions in the historic town which include the open air fish market, an ancient town center, two centuries old churches and many areas of maritime interest.

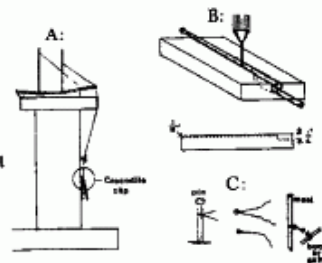
In *BOTTLE SHIPWRIGHT* 1995-2 I mentioned that Brother Newton had put together a model of an old-style lifeboat under sail for the Royal National Lifeboat Institute, an organization which is entirely self-supporting, and which sends out rescue vessels when an emergency occurs at sea. His model was auctioned off to help raise funds and was sold for £300. As Des put it, "It is nice to think that a **LIFEBOAT-IN-A-BOTTLE** has helped to save lives." Des has also enclosed the following tips to help us in our modeling efforts. He mentions that the first of these - the alligator clip on the assembly stand - has helped save a few models which would have required complete remasting and rerigging.

A: Modification to model assembly jig. By adding a crocodile clip and using this to secure the lines after one turn round a nail or tack this will release threads in the event of the masts being caught by accident.

B: Jig for holding stepped mast for drilling. Take a piece of hard wood approximately 3" X 2" X 3 3/4", cut in a shallow groove approximately 1/16" down centre, at one end cut in a trough approx. 1/4" deep X 1/8" wide. Start the drill hole first with a pin then follow through with the drill. The mast or spar will not roll about and the rebate also allows the secure drilling of an already stepped mast.

C: Simple way of making simple halyards/lugs. Tie thread around a pin with a reef knot and dab with nail varnish. Several can be done at once and when dry these can be removed and used as lugs by tying around the mast or spar, or can be sued like a block as seen in sketch which is blobbed with a little brown paint later to give the effect of a block.

Our helpful curator also sent along the following photograph. He did not say whether the Trans-Atlantic Man-In-A-Bottle attempt was ever actually launched or even successful, but the concept is interesting.



Left: The Trans-Atlantic Man-In-A-Bottle attempt

Notes From Japan By Juzo Okada, President SIBAJ

from a letter to Don Hubbard

2 October 1995

The abnormally hot summer is over and refreshing autumn has come.

This summer I escaped the abnormal heat by visiting cool Holland with three of my friends from the 7th to the 17th of August. My friend T. Nakamura has a house in Amsterdam where we stayed. One of the purposes of our visit was to see the ship-in-bottle museum in Enkhuizen. I have been corresponding with the curator Mr. Jan Visser for the past few years. He is the owner of the museum and an excellent collector, but not a builder. He is the owner of perhaps a thousands models or more. We presented him with four additional works for his museum. They were "Takara-bune", "Sengoku-bune", "Kenminshi-bune" and "Norai-bune". These models were built by two of my companions and myself, and through I am singing my own praise, they are very wonderful works. If any of you go to Holland be certain to visit the museum.

Mr. Visser gave a very warm reception and to my surprise I also met with Mr. Binikowski, the former president of the German Ships-In- Bottles Association. Mr. Binikowski is planning to hold the Second International Ships-in-Bottles Conference in Hamburg in 1996 (October 4 - 6). Mr Visser kindly invited us all out for lunch which we enjoyed - especially the oiled herrings and eels, which were very tasty.

Of course we saw the "Tall Ships Parade" as well as various sailing ships on land and sea for five days. We also visited many windmills and other museums.

We also had a visit from Mr. Hans de Han who is president of the Dutch SIB Association. This was another enjoyable experience for me and I think a beneficial one for ships-in-bottles.

On my return to Japan I had to endure the bad heat for some time while I edited the 56th edition of our quarterly newsletter "The Ship Bottlers". This was done in only two weeks. We also held our one week long "Bottle Ships Exhibit" in the Sony Building. Attendance was up 20% from the average year.

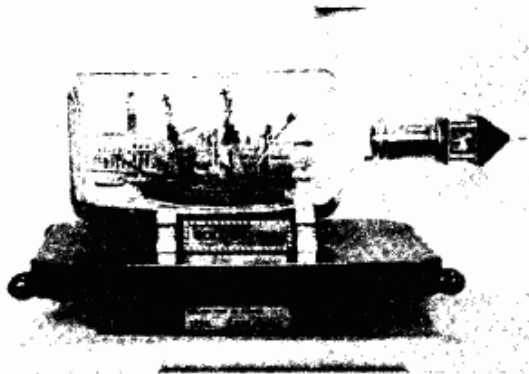
Now the good season is here in Osaka and the temperature is a more comfortable 22 C. Happily I am recovering my health except for a stricture in my right eye which limits vision somewhat. My doctor says my recovery has been miraculous.

My heartiest best wishes to you and your Association. I enclose some photos of our members works.

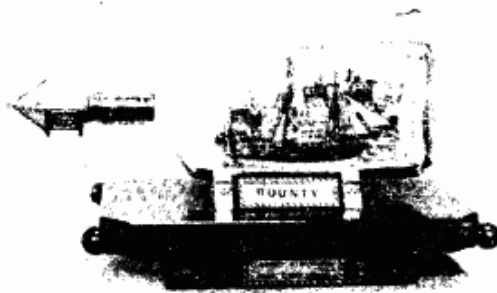
Sincerely yours,

吉蔵

Juzo



The Golden Hind by T. Nakamura



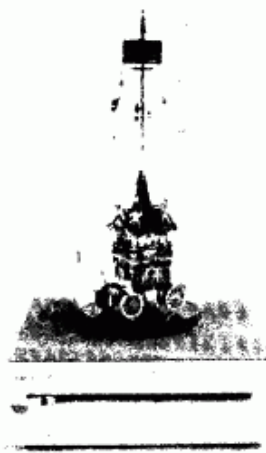
HMS Bounty by T. Nakamura



Notes From Japan



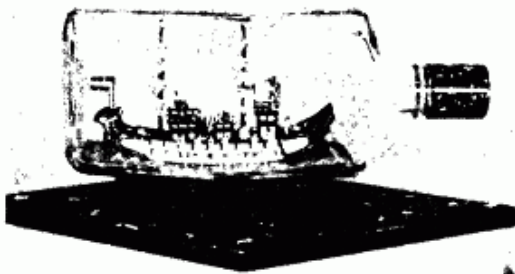
Le Mirade by K. Hata



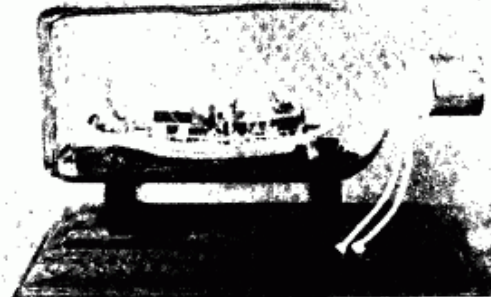
Gion Festival Float by A. Yamaguchi



HMS Hyperion by K. Hata



Kentoushi-sen by Y. Yamaji



Kenminshi-sen by T. Maruyama



Dai-ichi-Bune by Juzo Okada



Kouanmaru by S. Washino

NOTES FROM THE MEMBERSHIP CHAIRMAN

No question about it, your Membership Chairman receives some interesting applications.

The one below was returned to me a lieutenant in the Iranian Navy. It is quite a shopping list, but I can tell he is not a thorough person. He failed to request plans for the Patriot and Tomahawk Missiles. That should be certain grounds for a bad fitness report (or whatever else they do in Iran when you blow it). As an additional unfortunate oversight he did not send in the required dues, so I am putting his application on the back burner until I receive the \$18.00

APPLICATION FORM

Full name: Mahdi Baharlou Date: 14.10.95

Address: "Just a little bit south of Saskatoon" , Sorry Don. Ed.

City: Tehran State: _____ Zip: _____

Telephone: Put it down to a best just in case scenario _____

Please briefly indicate your interest and experience with bottled ships: _____

I am interested to receive information about: 1. Aircraft & Helicopter Carriers
2. Submarines, 3. Destroyers, 4. Cruisers, 5. Fast Attack Craft, 6. Frigates, 7. Assault
Ship, 8. Missile Corvette, 9. Landing Craft, 10. Building, Engine, Weapons Systems
(Missiles & Guns & ...), Control Systems, Guidance Systems and Other Systems.
I am a lieutenant of Iran Navy. I am working with Destroyer's weapon
Systems of "Vesper Thorogcraft, F5"-Class. I have 6 years service.



Member Andy Bloom (Windthorst, TX) has been trying to find copies of the following books without success.

Secret of Ships In Bottles, 1975, by Peter Thorne

Sailing in Glass, 1981, by Joop van Schouten

Modeling Ship in Bottles, 1985, by Jack Needham

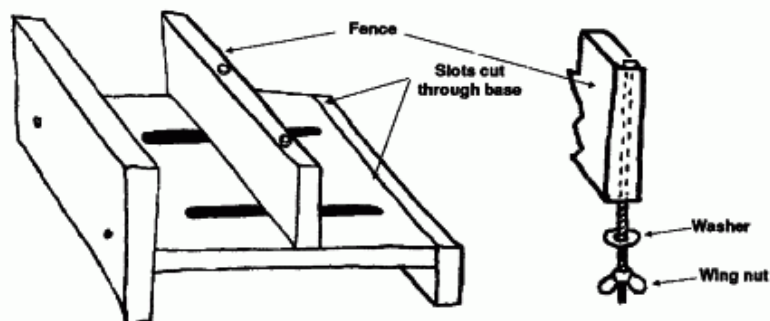
If anyone can help him out his address is: Andy Bloom, P.O. Box 263, Windthorst, TX 76389

Ken Kling (Costa Mesa, CA) was leafing through one of the 1992 editions of Bottle Shipwright and came upon the offer from Juzo Okada, President of the Japanese Ships-In-Bottles Association, to exchange models with foreign builders to help increase the models on display at the Osaka SIB museum. Ken took a chance on it and sent a model of a Friendship sloop (see insert) and received a fine model in exchange. The Japanese museum is the first of a kind in Japan and is located at the large waterfront aquarium at Osaka Seaport. A few of our members have been privileged to visit the aquarium and museum and report that the place is fantastic.

Ben Koush (Town & Country, MO) came to the rescue when Anton Popov (Moscow, Russia) was unable to obtain U.S. dollars in Russia to pay his membership dues. Ben sent a check for \$36.00 to keep Anton paid up for the next two years. Ben - thank you!

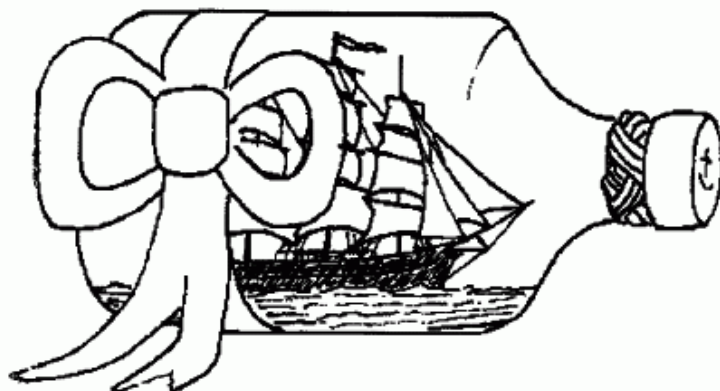
Gene Harriman (Princess Anne, MD) sent in this sketch of a device he made to hold his bottles firmly in place while working

on them. As you can see the left side has a vertical rise, and the slotted base allows for the movement of an opposing side which can be positioned to hold the bottle snugly. The assembly is raised slightly off the work table to allow the wing nuts to project below. Very simple project which should help to anchor an elusive round bottle when inserting the sea or positioning the model. Gene is a civilian seaman with the Military Sealift Command, so his working surface is subject to plenty of lurching and rolling when underway. Necessity is the mother of invention.



I am planning to assemble a membership booklet as soon as the last dues come in. I will mail this to members separately, so be on the lookout for it sometime in January. It has been awhile since this was done and I think it will help to keep us informed of each others whereabouts. Sorry it has taken so long.

Don
Don Hubbard
Membership Chairman



A Happy Ship Bottling New Year to everyone.

News Release

1996 Western Ship Model Conference and Exhibit

The Ship Modelers Association of Southern California will be hosting its second **Western Ship Model Conference and Exhibit** on-board the RMS Queen Mary in Long Beach, California on March 22, 23, and 24 of 1996. This promises to be the largest event of this kind in 1996, with attendees from all over the United States, as well as other countries.

The centerpiece of the event will be a superb display of over 200 ship models, both classical wooden models and radio controlled models. Historic eras from ancient Egyptian to modern will be covered. Outstanding examples of the ship modeler's art will be shown.

Six seminars of interest to ship modelers, nautical researchers, and enthusiasts will be presented. A partial list of speakers includes **Dennis Holland** who will discuss problems encountered in building a full size replica of the Colonial Schooner Pilgrim in his front yard using drawings by Howard Chapelle. The Pilgrim is now the center of a thriving charter business run by Dennis. **Charles Sweet** will discuss the characteristics and history of the Monterey Fishing Boat, from its beginning as an Italian work boat and continuing to its final evolution as a yacht. **Edward Van der Porten** will present details concerning the Swedish Royal Ship Wasa, which sank near the beginning of her maiden voyage in Stockholm harbor in 1628. The Wasa is the only well preserved ship from the early 17th century that exists today. **Johnny Ridgeway** will describe his experience in researching and building a model of the Brig Cherokee in which his great-great grandfather came around the Horn to San Francisco in 1850.

There will be workshops on subjects such as rope making for the modeler, numerically controlled machining of model parts, and carving of miniature decorations. A highly successful seminar on ship model building that has been conducted by the Ship Modelers Association for the past four years will be discussed.

Attendees are encouraged to bring their models, and if they wish, they may stay on-board the Queen Mary at reduced rates.

For further information, please write or call: Mr. Lloyd Warner
2083 Reynosa Drive
Torrance, CA 90501
(310)326-5177



Contact:
Eugene L. Larson
NRG Essay Award Chairman
9223 Presidential Drive
Alexandria, VA 22309
Telephone (703) 360-2111

1 September 1995

FOR IMMEDIATE RELEASE

NAUTICAL RESEARCH GUILD ANNOUNCES 1996 ESSAY AWARD

For over forty-five years, the international Nautical Research Guild has promoted the scholarly study of all facets of past and present maritime endeavor. The Guild's focus includes naval and merchant ship- and boatbuilding, naval architecture, fishing, yachting, and equipment of vessels. Significantly, the research and opinions of Guild members are frequently expressed through the media of historically accurate ship models, other maritime artwork, and essays which appear as articles in the *Nautical Research Journal*. The quarterly *Journal* provides a forum for ship model makers, artists, writers, and laypersons to interpret a common interest in ships from many viewpoints.

To encourage new and deeper research, the Board of Directors of the Nautical Research Guild is pleased to sponsor a 1996 Essay Award. A First Prize of \$500 and a Second Prize of \$250 will be offered to authors of essays which best exemplify the goals and ideals of the Guild. In addition, winning essays will be published in the 1997 volume of the *Nautical Research Journal*. The deadline for the receipt of entries is 1 September 1996 and winners will be announced on 19 October at the 1996 Nautical Research Guild Conference in Tulsa, Oklahoma.

The Nautical Research Guild anticipates that winning essays will demonstrate research with primary source material and that they will be well-illustrated. Essays should be non-fiction and should be between three thousand and six thousand words in length. Eligibility for the Essay Award is extended to everyone except directors and officers of the Nautical Research Guild and their immediate families.

To receive complete Conditions of Entry, and a "Style Guide for Contributors to the *Nautical Research Journal*," please write or call Eugene L. Larson, NRG Essay Award Chairman, 9223 Presidential Drive, Alexandria, VA 22309. Telephone (703) 360-2111.

#



2nd International Ship-in-Bottle Convention

Hamburg - Germany

October 4 - 6, 1996

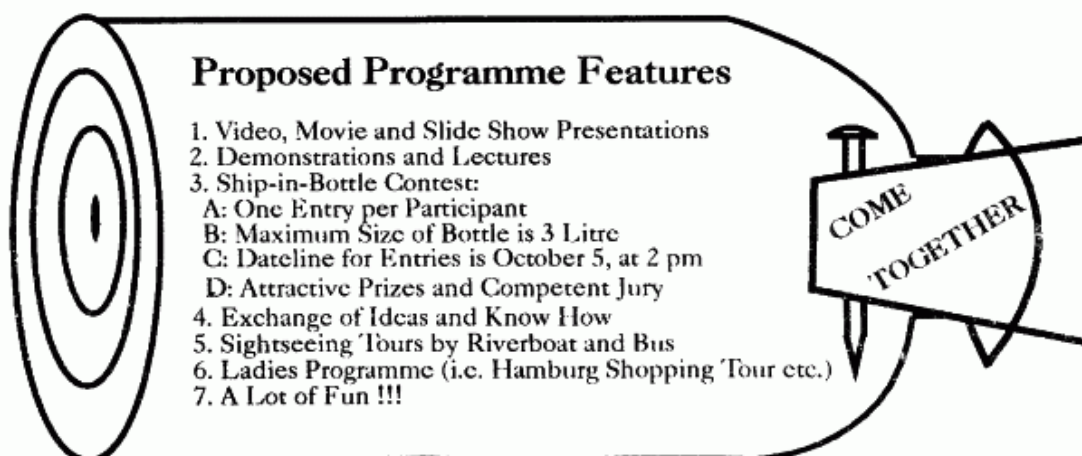
**Location: Ship-in-Bottle Museum at Schulauer
Fährhaus, 22880 Wedel / Hamburg
Tel. ++49-4103-830 94 / 819 78**

Address for Reservations, Informations etc:

BUDEL-BINI
Mr. Jochen Binikowski
Lokstedter Weg 68
20251 Hamburg (Eppendorf)
Germany

**Tel. ++49-40-46 28 52
Fax: ++49-40-47 40 03**

Hotel at reasonable rates is located within walking distance to the Ship-in-Bottle Museum. If required send your written reservation to BUDEL-BINI a.s.a.p.



Entries for Videos, Movies, Slide Shows, Demonstrations, Lectures, suggestions etc. are welcome!
You may bring your SiB for the contest handcarried or send it ahead to BUDEL-BINI. We will do our best to organise a pick-up service for the Congress, arrange interpreters, food discounts etc.

We wish you a very interesting and happy 2nd. Congress.

Buddel-Bini Inh. Jochen Binikowski

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Buddel-Bini · Lokstedter Weg 68 · 20251 Hamburg

Mr. Raymond Handwerker

5075 Freeport Drive
USA-Springhill, 33526 Florida

USA

Tel.

Fax:

Lokstedter Weg 68
D-20251 Hamburg (Eppendorf)
Germany
Telefon: 040 / 46 28 52
Telefax: 040 / 47 40 03

Hamburg, den 05.11.1995 Seite/Page 1 Unser Zeichen 3 Ihr Nr. bei uns 90003

Dear Mr. Handwerker,

please find enclosed the invitation for the 2nd. International SiB-Convention.
The Convention is jointly organised with Deutsche Buddelschiffer Gilde (Mr.
Herrling).

To avoid confusion we have decided that all inquiries, reservations etc. will
be handled by me and my staff.

A detailed time schedule will be released in April 1996

We would be glad if some of the US shipbottlers will contribute Videos,
Slide Shows etc.

We are looking forward to welcome you and many shipbottlers from America on
October 4, 1996

Please feel free to contact me for further informations.

Best regards from Hamburg



Jochen Binikowski
Prop. BUDEL-BINI

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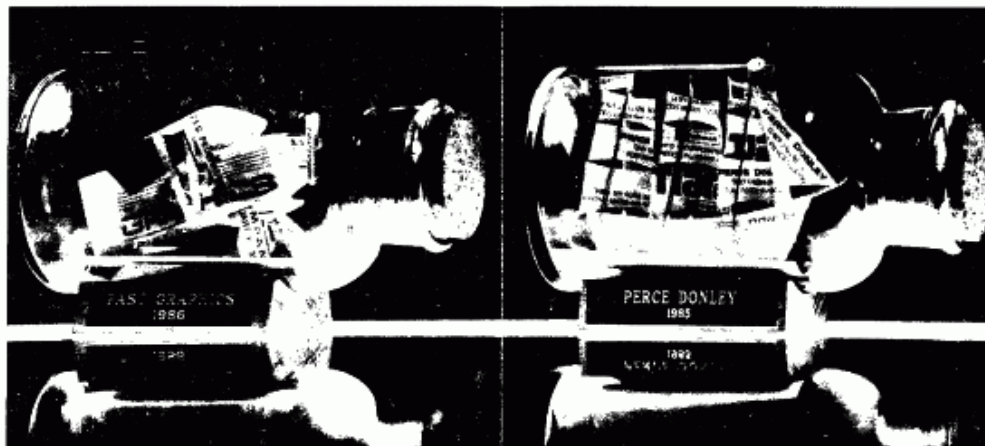
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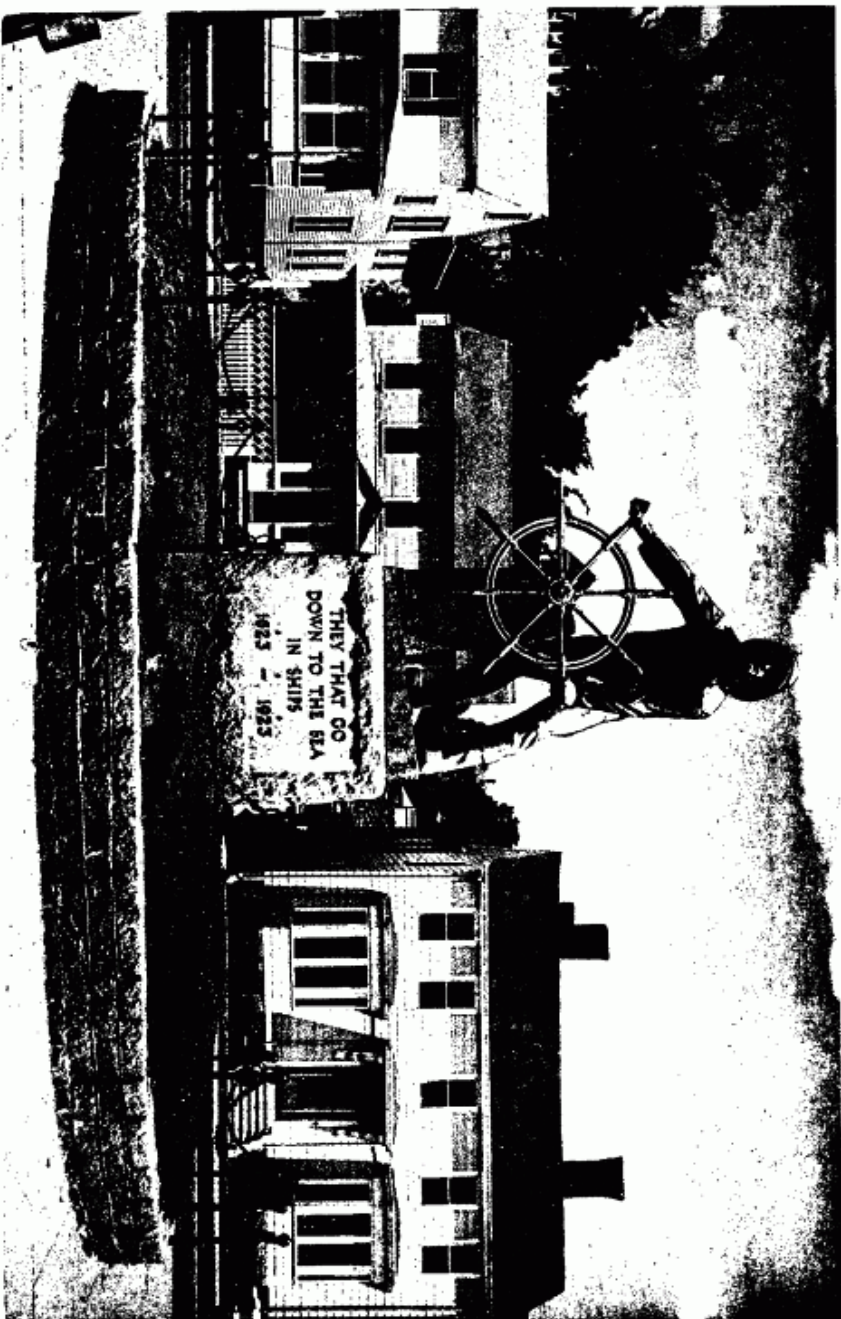
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